

## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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Eight brick buildings which were two and three stories high;  they  were used as billets and administration offices of the airfield.  Two taxi strips  both strips were approximately 20 m. x 10 m. and were  constructed of reinforced concrete.  A grass-covered area.  One runway, in the middle of the airfield, which ran in a north- mest-southeast direction and which was 2500 m. long; it was 60  to 80 m. wide and was built of reinforced concrete. The con- crete surface was in poor condition and had cracked.  no radar facilities nor any control tower at the four Moletov-type gasoline trucks, approximately silable at the field  no radar facilities nor any control tower at the event of a control tower and other buildings was in progress  it construction of a control tower and other buildings was in progress  six IL-28 airoraft parked in front of the hangar. These resion that was being formed. Three Soviet officers one pilot, loers in the IL-28s. The course taught by the Soviet officers  ing. This course began in November 1954 and one month of actual which time the Soviet officers left the airfield.  Airfield. From this visit to the airfield.  Airfield. From this visit to the airfield, which time the Soviet officers left the airfield.  Navigator's compartment  The navigator's compartment had the following instruments on the left-side wall (see page 7 ):  (1) The radio compass (radio compasul).  (2) Radio altimeter (radio altimetrul).  (3) Air-speed indicator (vitezometrul).  (4) Gyro-horizont indicator (giro-orizont).  An unidentified instrument  The radio transmitter and receiver (statica de radio emisiere- ceptie) were located to the right of the air-speed indicator.  The radio transmitter and receiver (statica de radio emisiere- ceptie) were located to the right of the air-speed indicator.  The radio transmitter and receiver (statica de radio emisiere- ceptie) were located to the right of the air-speed indicator.  The radio transmitter and receiver (statica de radio emisiere- Chaic dees not appear on sketch	CONFIDENTIAL -2-
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On the right-side wall of the navigator's compartment, a panel with 72 switches: included	(5) An unidentified instrument
	This does not seem to the air-speed indicator
	On the right-side wall of the navigator's compartment, a panel with 72 switches; included among these were switches for interior lights and starters

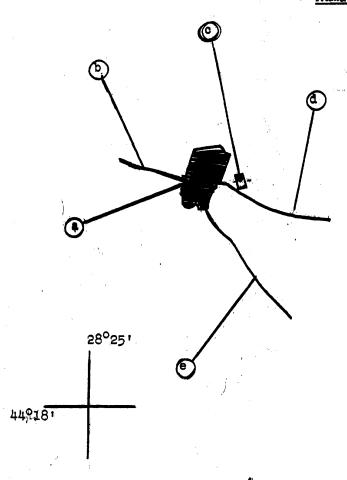
	CONFIDENTIAL -3-	<sup>1</sup> 25 <b>X</b> 1
c.	Seen from above, the following (see page 8 for sketch):	25 <b>X</b> 1
	(1) A secondary, or reserve, seat (scaumil de rezerva).	•
	(2) A board radar support (suportul radiolocator), located in front of the secondary seat which was occupied by the navigator while operating the radar.	
	(3) The bombsight (vizorul de bombardament) which was operated by the navigator while sitting in the secondary seat.	
	(4) An automatic pilot (pilotul automat) which was used by the navigator as soon as the aircraft reached the target area.	
	(5) The navigator's seat (scannul principal) where the navigator normally sat to observe his instrument panel.	
	(6) The compass (busola).	
d.	The navigator's compartment was closed. In case of danger during a flight, the navigator used his main seat, on the right, which was ejectable after first automatically opening the top of the cabin by using a special handle located by this seat.  the navigator's compartment was mainly constructed of "celluloid" which gave the navigator a very good view; further, that the navigator's compartment had many other instruments which had Russian lettering.	25X1 25X1
		25 <b>X</b> 1
	Tail Gunner's Turret	
, <b>e.</b> ,	This compartment was located in the tail of the aircraft and was entered by the gunner (mitraliorul) by means of a hatch, beneath the fuselage, which also served as a ladder; this was the only entrance to the turret. The following instruments were observed in this compartment:	25 <b>X</b> 1
	(1) Optical-sight instruments (aparatele de ochire optice).	
	(2) Gunner's seat (scaunul mitraliorului).	
	(3) Fire-control mechanism.	
	(4) Radio-communication instruments.	
	(5) Gunner's helmet.	
	(6) Oxygen mask (masca de oxigen).	
f.	this compartment was also primarily constructed of celluloid. In case of danger, the gunner escaped through the same hatch that served as the entrance.	25X1
	Bomb Rack	
g.	This was located under the fuselage of the aircraft. Its length was about three meters and its width approximately one meter. In this bomb rack, different bombs with a total weight of approximately 5,000 kg. could be placed or only one bomb which weighed 5,000 kg. could be used. The bombs were electrically released by the navigator; the bomb bays opened and closed automatically when bombs were released or loaded.	

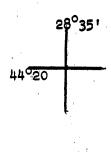
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wer	the IL-28 was provided with two cannons, one on mounted on the outside of the engine nacelles, and that they be electrically-operated by the pilot; the caliber of these	2
can the	mons is unknown Two other cannons were located in tail gunner's turret. The navigator flew the aircraft with automatic pilot during the bombing run.	2
12,	the maximum flying altitude of the IL-28 was 000 m, and that its maximum speed was 700 kph fully loaded at	2
kno	s altitude, with a maximum flying range of 4200 kmdid not we whether or not measure fuel tanks were available but learned	, :
tha	t the crew used Soviet-made Racheta parachutes.	2
28 T	raining of Rumanian Pilots and Navigators by Soviet Air Force	25
tra	itary Airfield. The following Rumanian Air Force officers were ined by Soviet officers on IL-28; these men qualified as instructant and were assigned to the bomber division which was being formed:	
tra ors	ined by Soviet officers on IL-28; these men qualified as instructand were assigned to the bomber division which was being formed:  Lt. Col. (Locotenent Colonel) Moraru (fnu), CO of the new IL-28 division at Kogalniceanu Airfield.	
tra ors	ined by Soviet officers on IL-28; these men qualified as instruct- and were assigned to the bomber division which was being formed: Lt. Col. (Locotenent Colonel) Moraru (fnu). CO of the new	:
tra ors a.	ined by Soviet officers on IL-28; these men qualified as instructand were assigned to the bomber division which was being formed:  Lt. Col. (Locotenent Colonel) Moraru (fnu), CO of the new IL-28 division at Kogalniceanu Airfield.  Senior 1st Lt. (Locotenent Major) Ioan Tamaianu,	:
tra ers a.	ined by Soviet officers on IL-28; these men qualified as instructand were assigned to the bomber division which was being formed:  Lt. Col. (Locotenent Colonel) Moraru (fnu), CO of the new IL-28 division at Kogalniceanu Airfield.  Senior 1st Lt. (Locotenent Major) Ioan Tamaianu, navigator  Senior 1st Lt. (Locotenent Major) Caravan (fnu), a very good	

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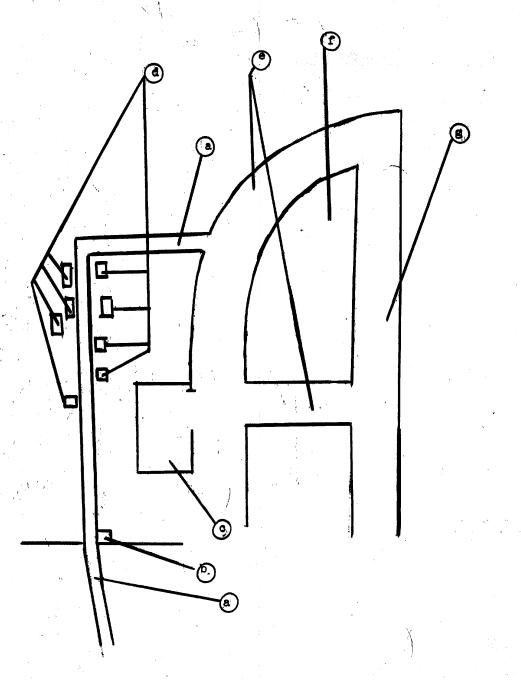
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25X1

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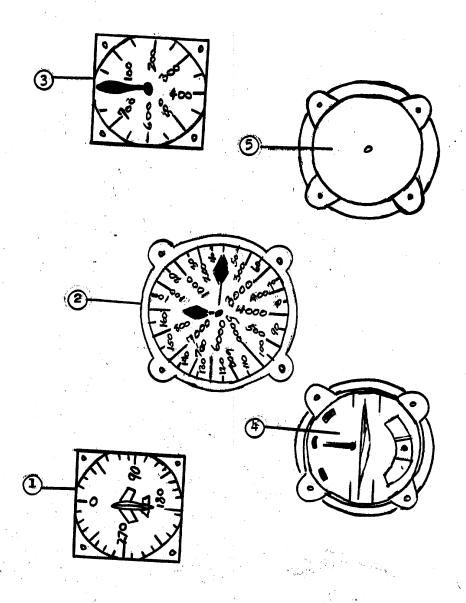


Sketch of KOGALNICEANU Airfield 25**X**1

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## Instruments on Left Side of Wall in Navigator's Compartment



25X1

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Top View of Navigator's Compartment

